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Hongkong Daily Press.

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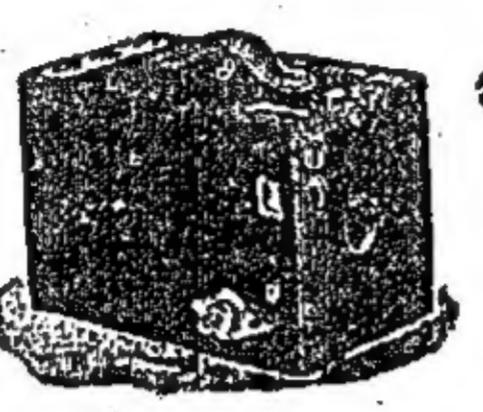
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Hongkong, 24th August, 1904.

[al153]

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HONGKONG.—15, QUEEN'S ROAD.

6th August, 1904.

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Hongkong, 15th August, 1904.

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Russia as it Really Is, by Joubert ... 8.00

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The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, SEPTEMBER 1st, 1904.

We are getting a little tired of being told that in the Russo-Japanese war there is an apparent that element usually referred to as the "unprecedented." It may be the first time that the Orient has clashed in real warfare with the Occident; but it is by no means the first time in the world's history that a great Power has been shocked by the effective intervention of a new recruit to the ranks of the nations. That east is east, and west is west, and never the twain shall meet, etc., is strictly true in only a geographical sense. Japan both past and present has met European civilisations in many essential things. Japan is not a barbarous nation newly venerated with civilisation. Japan is a civilised nation of long standing with the barbarism so nearer to the surface than that of other nations; but perhaps the Japanese veneer, either of its former making or later acquisition, is of a less opaque kind. Japan before the foreign invasion was as much a civilised nation as Rome was, when Julius was invading barbarian Britain, long e'er Russia began to wear even the swaddling clothes of social refinement. Rome was presently to suffer similar surprises to those now being felt by Russia, and, apparently, shared by the unthinking world. The invasion of Spain by the Moors was more "unprecedented" and startling than the over-running of Manchuria by the Japanese. Even the great invincible British power had to be surprised at the presumption of a lot of rough American colonists, and to put up with an unprecedented result. There is in the present duel nothing more surprising than the English conquests of Gaul. It does seem late in the day to find the wonder based on

the superficial differences in the respective cartographic areas. Throughout history, from the roving Danes and their English heirs, the wandering Normans and the multiplying Semites, we have seen the little leaves leavening the large lumps. The change wrought in big Africa by little Europe is another illustration. No more wise is this persistently recurrent error that civilisation is a new thing under the rising Sun. Japan had its literature while we were still scratching badly drawn pictures on soft stone and earthenware. Japan treated its women as we do even now, honestly considered; only Japan made no pretence of "chivalry" while it legislated "walnut-tree" laws, man-made. It kept up the wasteful feudalistic etiquette to a much more recent date, but whereas our socialism did not begin until our founders left off, Japan had a healthy communal system running contemporaneously with its swashbuckling doings. That is why Japan remains Japanese under its European veneer, because there was nothing radical that required to alter. This Oriental tree had civilized roots; its new features are merely shoots grafted on: the tree remains.

The text of the Tsar's manifesto shows that the political amnesty granted for the baptism of the Tsarevich is so limited and conditional that very few, if any, prisoners will be benefited by it. The Chinese Empress does this sort of thing better.

Referring to the Governor's recent treat for Hongkong children, the N.C. Daily News remarks: A party on such a scale as this to the children is quite a new departure for Hongkong, no previous Governor having indulged them so generously.

From Glasgow we have received one of the City papers which contains an extract from an article in the Hongkong Daily Press on the relations of France and England. Our correspondent deletes the word "England" and writes in the margin "Great Britain." We beg pardon.

Experiments have been made at Shanghai in raising from seed plants of *Ocimum Veride*. The Mosquito Plant. This plant was first introduced last year at Kew when a specimen was received from Northern Nigeria. Its introducer claims that by placing two or three plants in a room, it is kept free from mosquitoes.

It is stated from Peking that owing to certain disputes between some Italians and the Chinese in charge of the Soochow Silk Flotilla—which was started about six years ago in that city, when Reform was the "fashion"—the Italian Legation in Peking is sending one of its members down there to try to settle matters.

A lady passenger on the *Malacca*, writes to the *Daily Graphic*, says one of the officers told the captain that the English were so terrified of China that they did not expect any notice to be taken of their insult to the British flag. At Suez, the deck was surrounded with sentries carrying fixed bayonets. The Russians said they had orders to "make an example" of one ship to deter others from carrying contraband.

Five shillings a week pension to each private soldier's widow, and £1. 6d. compassionate allowance for each child, is now assured by the State in every case where a soldier has died within two years from contracting a fatal wound or disease in South Africa. This is the first time in our history that this has been done. Nevertheless, much remains for private generosity, and the Lord Mayor consented to reopen the Mansion House Fund for Transvaal War Widows and Orphans.

The blue-funnel liner *Culchies* is reported to have been taken by the Russians to Saghalien. Why does not Admiral Noel send a couple of cruisers to find what is being done with her? asks the N.C. Daily News. There is no Prize Court on Saghalien, and if the *Culchies* has been taken there in order that the flour on board may be handed for the relief of the Russians there, before the vessel has been condemned by a Prize Court, it is sheer robbery, on a par with the Russian treatment of British vessels generally.

Apologising for the recent London ruling in P. A. C. case, with regard to steamer companies' liability in respect of passengers' luggage, a New York judge has given quite a contrary decision in a similar case. The conditions printed upon the back of the tickets he held "are not binding, because they are not reasonable, nor in accordance with public policy." Admiralty lawyers regard the decision as of great importance in establishing a precedent in connection with the liability of steamship owners in regard to losses of valuables on shipboard.

The following item, accompanied by an excellent photograph of the band, appeared in the *Police Review*: The Tientsin City Police Brass Band is composed of some 25 young Chinese boys whose ages range from 15 to about 21 years. Organised by the Commissioner early in 1902, after 18 months' patient and indefatigable teaching by the bandmaster, Mr. Davis, the band is already able to play international anthems, marches, etc., and hopes to undertake music of a more classical description at an early date. The bandmaster belongs to the 21st Punjab Infantry, a regiment at present stationed at Tientsin.

By kind permission of Lieut.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—

March..... "Field Service"..... Ord Hume
Overture..... "Tancorelli"..... Rossini
Scherzo..... "The Bohemian Girl"..... Hoffmeister
Intermezzo..... "Pendant le Bal"..... Gillet
Reverie..... "Reminiscences of the Plantation"..... Chambers
Waltz..... "The Choristers"..... Phelps
Two Step..... "Mambo Moss"..... Thurber
"God Save the King."

The officers of the cruiser *Azakid* at Shanghai, who have their quarters in one of the buildings at the Cosmopolitan Dock belonging to Furnham, Boyd & Co., gave a ball, partly a fiasco, on the 22nd ult. A number of Russian officers from the other Russian ships in port were present. Quite a number of Russian ladies also graced the ball with their presence, while the excellent band of the *Azakid* discussed sweet music. The merriment lasted until the early hours of the morning, and all thought of death and wounds and international complications, and tangled questions of neutrality, were apparently banished for the nonce.

River navigation in Burma during monsoon floods has its own peculiar risks, according to the Bangkok Times. The river near Yeh was in high flood, and the B.I.S.N. Co.'s *Mergui* foundered in a paddy field.

The ferry *Morning Star* is undergoing a general overhaul.

The report of the Supreme Court will be found on page 5.

The Dock Co. have completed the repairs, etc. to the s.s. *Iothian*. She is shortly to take coal to S. Africa.

The s.s. *Silk* is now in Kowloon No. 1 dock receiving a new sternpost, forged by the Dock Co. She damaged her sternpost on a rock in Singapore Harbour.

It may be news to know that in the Province of Shensi alone, according to experts who have surveyed it, there is enough coal to supply the needs of the world (300,000,000 tons annually) for 2,100 years.

The Chinese now being enrolled by the Russians as railway guards are armed only with stout sticks in case, when the Russians retire, they should turn and rend the hand which has fed them.

Two Russian-speaking Chinese who have been spying on the Japanese movements in Dalmatia, and also procuring supplies for the Russians, were caught by the Japanese, and after due examination executed. They were both natives of Shantung.

The Foreign Ministers in Peking have protested against the Chinese monopoly of working of mines in Honan, and insist that foreign capitalists be also allowed to take part. As Prince Ching cannot give a decisive opinion on the matter the question of monopoly is temporarily shelved.

All the bother about the Russian ships at Shanghai was needless. The ships probably came there to disarm. The Russian flotilla of China did not show "incredible contempt." The Tsar's intervention did not save trouble. No doubt the Chinese quite understood the Russian attitude. The Russians were "saving face." That was all.

The Japanese News Agency reports a case of plague having occurred at Yinkow, but we (*Peking Times*) hope the disease has been wrongly diagnosed. Anyway the Japanese authorities are taking active measures to deal with the case, and superintending sanitary conditions generally, and there is far less danger of it spreading than formerly.

Viceroy Wei Kuang-tao has memorialised reporting the total amount of funds collected by the various liaison offices and stations throughout the province of Kiangsu during the year 1903 as Tls. 1,850,000, part of which has been sent up to the Imperial Exchequer in Peking for the use of the Government and part spent in liquidating indemnities.

The Acting Governor of Hunan reports having engaged five Japanese gentlemen to serve as teachers in the Normal and High Colleges in the Capital of the Province. These teachers have been engaged through the Chinese Minister in Tokyo with a monthly pay of from Tls. 150 to 200 per man with free quarters. These gentlemen left Tokyo for China a few days ago, and it is expected they will arrive early next month.

In order to promote industry in North China Viceroy Yuan has given permission to the Director to the Bureau of Agriculture at Peking to establish a glass factory at Wan-fung Hsien (near Peking), for the manufacture of all kinds of glassware after Japanese methods. His Excellency has given Tls. 20,000 as part of the requested capital, which will be subscribed by Chinese officials and merchants in this province.

The Viceroy of Yunnan has memorialised regarding the construction of the French railway in Yunnan. Since the spring of 1898 different parties of French engineers have successively visited the province for the purpose of surveying the route which was marked out. Now the company suggests an entirely new route, over 1,000 li, or about 333 miles in length. The estimated cost of the necessary lands and other expenses will be at least Tls. 1,000,000.

The Hon. Sec. of the Tientsin Cricket Club has received a letter from the Hon. Sec. of the Shanghai Cricket Club regretting that his committee will be unable to accept the invitation of Tientsin to send a team this year owing to the fact that they are sending a team to Hongkong in November, and cannot manage both visits. It has been suggested that Tientsin should visit Shanghai between now and the end of October, but it is feared a sufficiently strong team cannot be got together.

Mr. H. G. Myhra, Acting Deputy Const. Inspector, publishes the following information:

The Chinese gunboat *Feiting*, sunk by an explosion of gunpowder, lies in 6 fathoms of water about 1 mile above Ching Chai Wan and 2 cables off shore. There are 11 feet of water over her funnel. From the wreck, Pi Sin Chau Beacon bears S. 80 deg. W. and Golden Island Pagoda bears S. 65 deg. E. A sunpan flying a red flag during the day, and exhibiting a red light at night, is moored over the wreck.—*Shanghai Mercury*.

At the instance of the Director-General of the Southern Railways, official proclamations have been issued by the Viceroys regarding the construction of the Shanghai-Nanking line by British capitalists, and at the same time their Excellencies strongly advise the wealthy Chinese officials and merchants to purchase the shares of the company at £100 per share. As the line is in Kiangsu, which is regarded as the wealthiest province in China, it is believed that the line will become one of the most profitable railways in the Empire. When it is completed the profits on the shares will probably be much increased.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIAN ROUT AT LIAO.

TOKYO, 30th August.

On the 25th instant, when the Russians were strongly posted on the steep mountains, twenty-three miles to the south-east of Liayang, the Japanese First Army began an attack.

By night, the Japanese central column had captured the corresponding Russian position, after a gallant bayonet charge by the infantry.

The Russian right and left wings continued a stubborn, desperate resistance, and severe fighting ensued on the following day.

By evening of the 26th, after a sanguinary engagement, the Japanese right column overcame the Russian left, and captured eight guns.

On the 27th instant, the entire Japanese forces delivered a concerted attack, which resulted (about sunset) in the whole Russian position falling into their hands.

Japanese casualties numbered about two thousand.

At the same time, the more westerly army of Japan marched into Anshantien, which place the Russians evacuated without resistance.

Both Japanese armies continued to press the retreating Russians, some detachments being sent to intercept their escape. The movement was successful. The Russians fled towards Liayang in the utmost confusion.

During this rout, the Japanese maintained a heavy fire, from which the Russians were seen to be suffering heavily.

The Japanese captured eight field guns, a lot of ammunition, and many carts.

[REUTER'S SERVICE]

EXTREMELY FANATICALLY ATTACKS.

LONDON, 29th August.

Reuter's correspondent at St. Petersburg writes: General Sakarov telegraphs that on the 27th instant six guns were abandoned during the retreat after Friday's fighting. The Russian losses are not yet ascertained, but exceed 1,500. There were many sword, bayonet, and revolver wounds, showing the closeness and the desperate character of the fighting.

The Japanese losses are not yet ascertained, but exceed 1,500. There were many sword, bayonet, and revolver wounds, showing the closeness and the desperate character of the fighting. The Japanese turning movement and the enfilading fire of their guns caused the Russians to retire to a new position. The Japanese assumed the offensive (resumed the offensive) on Saturday afternoon; their attacks were characterized by extreme fanaticism.

SEARCHING FOR THE SEARCHERS.

LONDON, 29th August.

Four cruisers and one gun-boat are seeking the Russian Volunteer cruisers in South African waters.

A DISASTROUS RETREAT.

LONDON, 29th August.

Reuter's St. Petersburg correspondent writes that General Routhovskiy and Colonel Denabow were killed during the retreat to Liayang.

(From Northern Papers).

PORT ARTHUR.

CHEFOO, 23rd August.

It is stated by a refugee from the vicinity of Port Arthur that on the 21st the Japanese occupied the fort on Yitsehan and the positions surrounding Taiipingchi, about a mile and a half off the town. It is also stated that the Japanese were besieging Peiyishan, the hill adjacent to the old town.

THE "SEVASTOPOL" HITS ANOTHER MINE.

TOKYO, 24th August.

The Russian battleship *Sevastopol* struck a mine off Port Arthur yesterday afternoon, and was towed into the harbour with a heavy list to starboard.

THE "DIANA" AT SAIGON.

LONDON, 25th August.

A telegram from Saigon to Paris says that the Russian cruiser *Diana* has one damage by shell, and another below the waterline. She had four men killed and twenty-three wounded.

MINE CASUALTIES AT PORT ARTHUR.

TOKYO, 25th August.

Two Russian destroyers struck mines yesterday evening off Liaytshan; one was sunk, and the other towed into the harbour.

CAPTURE OF A FRENCH BLOCKADE RUNNER.

TOKYO, 25th August.

The Japanese have captured a French steamer from Port Arthur with her cargo, and she is to be brought to Sasebo.

NEWS FROM PORT ARTHUR.

CHEFOO, 25th August.

It is stated that nearly all the forts on the Port Arthur defence line are now in command of the Japanese, but as an excavation 11 feet wide and 16 feet deep surrounds the town from the east of the railway line to Golden Hill, even if the Japanese infantry began the assault on the 25th, it would necessitate a two days' engagement to reach the town, where perhaps to day or tomorrow a hand-to-hand fight will take place.

A further two days' engagement would probably be required for the capture of the last defensive position on Tiger Hill, where General Stoessel is expected to fight to the last.

Two forts at Chiachengkou, at the end of the town, were destroyed on the 20th, and on the following day the powder magazine was blown up.

LAND FIGHTING AT PORT ARTHUR.

CHEFOO, 25th August.

A native junk which left the vicinity of Chiachengkou on the 22nd instant reports:

At midnight of the 20th instant the fort at Chiachengkou had been destroyed by the Japanese and the powder magazine had also been burnt on the 21st instant. The Japanese are now at the eminence near Chiachengkou and between the eminence and Chiachengkou there are no Russian defence works. However from the place about four or five Chinese lie east of these places called Laomuchukou and from the forts on the Payahshun, three Chinese lie west of these places, the Russians are pouring artillery fire upon the Japanese and that prevents the advance of the Japanese. There is a defense work in the form of a moat between Chiachengkou and Port Arthur. The Russians are carrying ashore the submarine mines they had laid in the harbour and are preparing to take refuge on board the warships who threatened by the Japanese land force. According to the Russian soldiers there are over 5,000 Russians wounded. Japanese shells reached Golden Hill the morning of the 23rd instant; cannoneading was incessantly heard by the junk, but after that, the junk being at a distance, no more cannoneading was heard

INQUESTS.

A TRAM ACCIDENT.

An inquiry was held by Mr. H. H. J. Gompertz, yesterday, into the circumstances of the death of one Lam Luk, a Chinaman, recently killed by a tram accident at Wilmer Street. The following gentlemen were sworn as jurors: Messrs. E. C. Georg, Julius Focke, and J. B. Scott.

A Chinese tram-conductor said: On the 21st inst. I was in charge of car No. 18. We were at the entrance of Wilmer Street to the Praya at 11.55 a.m.; the car was going east towards Wing Lok Street. There was another car in Wing Lok Street coming towards me—I could not see the number. A man was on the line of the other car, and he ran on to the line of my track; he was holding a pickaxe. I rang my bell, and, as he did not move, slowed down, putting on the brakes to stop the car. The car, however, struck the pickaxe the man was carrying. The car could not stop in time. I rang my bell several times, but he would not get away. The pickaxe, which he was carrying on his right shoulder, broke his head, and he fell down. I told the ticket-collector to blow his whistle and call for the police. The car stopped. The ticket-collector blew his whistle. The police came, got a chair, and the man was carried away.

Mr. Gompertz: Did the car touch deceased?

Witness: Yes, it touched the axe and the man. It stopped immediately afterwards.

Mr. Gompertz: If I ask any questions likely to incriminate you, you may refuse to answer them. How did you stop the car?

Witness: I put on the brake first, but that would not stop it, so I reversed the motor.

Mr. Gompertz: How far off was deceased?

Witness: A few feet.

Mr. Gompertz: How far off was he when he crossed on to your track?

Witness: A few paces.

Mr. Gompertz: Was he looking towards your car?

Witness: No; he was looking at the other car.

Mr. Gompertz: Did the car pass?

Witness: Yes, when my car stopped, after it had struck deceased, the other car passed.

Mr. Gompertz: How was deceased lying?

Witness: One of his feet was near the net below the car, placed there to catch people. His body was lying across my line.

Mr. Gompertz: Do you know who deceased was?

Witness: No.

By Police Inspector Collett: The car went about half a yard after striking deceased.

A Chinese ticket-collector said: It was a Sunday about two weeks ago. I was on No. 18 car, at 11.55 a.m. I was collecting money. The car was going from west to east. I saw the conductor stop the car by turning off the electricity. I looked at the conductor, and asked him what was the matter. Then I saw an old man lying on the ground, with blood flowing from his head, and I sent for the police. A part of his legs were on the net at the bottom of the car and the body was on the track. There was a pickaxe by his side.

Mr. Gompertz: Was he sensible?

Witness: He moved, but could not talk.

Mr. Gompertz: Did you see him fall?

Witness: No.

By Inspector Collett: Besides putting off the electricity the last witness put on the brake. Last witness sounded the gong before car struck deceased. The gong was sounded several times.

Madame Emma Greton said: I was on an electric car about 12 o'clock on the 21st inst. The car was going east. I was about five minutes on the car. The man rang the bell a great deal. It was east of the Sailor's Home. Several men were on the line. One had a pickaxe, and this man did not get off the line. All the others got off. Another tram came up. I did not see him fall down, as I was not looking that way. I saw him a little before in front of the car. The tram then stopped. It went a little way after the brakes were on, but stopped quickly.

Mr. Gompertz: Was the conductor sounding the gong when you first saw the man on the line?

Witness: Yes.

Mr. Gompertz: Was there another tram passing?

Witness: No, but about five minutes later a car came from the opposite direction.

Mr. Gompertz: Did you see the man before the car stopped?

Witness: Yes, but I did not take particular notice.

Mr. Gompertz: Did he sound the bell?

Witness: Yes, plenty.

Mr. Gompertz: The police came quickly and took the man away in a carriage. I did not look at him.

Dr. E. A. R. Laing, assistant superintendent of Government Civil Hospital: At 12.40 p.m. on the 21st August a Chinese male was admitted into the Government Civil Hospital suffering from injuries stated to have been received by being knocked down by a tram. He was bleeding from the left ear and two small scalp wounds. He was unconscious, and was treated for a fracture of the base of the skull. He died on the 24th August. I made a post mortem examination same day, and reported that he died from fracture of the base of the skull and hemorrhage on the brain.

An Indian Constable said: About noon on the 21st I was on duty under the verandah in Wilmer Street. I saw a tram arriving there from Kennedy Town. I turned around, and when I looked again, saw a man lying down. A Chinaman on the car blew his whistle and I blew mine. I took the number of the car and told it to wait. I took the man to hospital.

Mr. Gompertz: Did you see how it happened?

Witness: No; he had a wound on the back of the ear.

A Chinaman said: I am a foreman in charge

of earth coolies. On the tram line, Sunday 21st instant at the entrance to Wilmer Street, about 11.50 a.m., one of my workmen was knocked down by a car. He was working. I saw a tram car coming, but did not see deceased knocked down. I saw him afterwards. He was lying across the line. I did not see any wounds. I did not hear any ringing of gongs; I heard the police whistle blown afterwards. He was an old man carrying a pickaxe. I did not see the body in hospital. An Indian constable, the last witness, saw the body.

Walter Linden said: I am an inspector of the electric tramways. A car running at a rate of ten miles an hour could be pulled up in ten yards by reversing the controller. To drive the car forward turn the handle to the right; to apply the brake to the left. This reverses the motor. There is also a hand brake, acting on the running wheels. It is a powerful brake acting by mechanical means—friction. The alarm gong is worked by the motorman with his foot. It is a loud alarm.

By Jury: What is the average speed the cars travel?

Witness: Ten miles an hour.

Mr. E. C. Georg: And it takes ten yards to pull it up?

Witness: Yes.

Mr. E. C. Georg: That seems rather slow. At home a car is stopped in five or six feet. It is an awful distance.

Mr. Gompertz: It is rather long. Would the car be going ten miles at Wilmer Street?

Witness: Yes, about ten miles.

Mr. Gompertz said that the evidence the police had been able to get together was concluded, but if the jurors desired he would adjourn the inquiry. There was one point he would draw attention to. If any of them rode bicycles they would recognise how difficult it was sometimes to prevent accidents.

The jury returned a verdict of "Accidental death."

Mr. Gompertz: Would you like to make any recommendations?

Mr. E. C. Georg: How can we? We are not experts.

HOUSE COLLAPSE.

An enquiry, conducted by Mr. Gompertz with the same jury, was then held into the circumstances of the death of a woman, suffocated under debris at the Ping On Lane collapse during the recent typhoon. Mr. Deacon, solicitor, watched the case on behalf of the owner of the house.

Mr. Gompertz: Were there any marks of external injury?

Witness: No, nor other injuries.

A Chinese scaffold-builder of No. 112 Hollywood Road, said: On that night I went to sleep at No. 1, Ping On Lane. I slept until between 5 and 6 o'clock next morning, when the house collapsed. I was pressed down, but I crawled out and cried out "Save life." A sergeant happened to be there, and he brought me to the station. These people were sleeping on my door; myself, Chow Kow, Tam King. Tam King was not pressed down, but the other man rolled down to the ground, and was slightly hurt near the eye.

Mr. Gompertz: What made the house collapse?

Witness: I do not know.

Mr. Gompertz: Was it exposed to the wind?

Witness: Yes; but it was not a high house.

Mr. Gompertz: What made it fall?

Witness: I do not know. I am only a workman.

Another scaffold builder said: At daybreak on the morning of the 25th inst. I was asleep in the godown, No. 1, Ping On Lane. I was asleep on the first floor when the house suddenly collapsed. I was not hurt. I do not know deceased. It was blowing a typhoon at the time.

Another scaffold builder said: On the morning of the 25th inst. I was asleep at No. 1, Ping On Lane. I had gone there the previous evening. The house collapsed in the morning. I was not hurt.

Mr. Gompertz: What made it collapse?

Witness: I do not know. It was asleep.

Mr. Gompertz: Was there any wind?

Witness: Yes, much wind, and rain.

P. S. G. Gurd said: Evidence: About 6.35 a.m. on the 25th inst. I was on duty at the bottom of Ladder Street. I heard a rumbling noise in the direction of Hollywood Road. I went there and found No. 1, Ping On Lane had fallen down. I walked among the debris and shouted, "Is anyone here?" I got an answer in Chinese, "Yes." "How many?" "Two." About five minutes after my arrival a man crawled out; a few sticks were removed for him. About 7.10 a.m. a party of European friends, under Mr. Halifax, arrived; and cleared away the debris. About 8 a.m. a dead body of a woman named Chan Si was discovered.

Mr. Gompertz: Who identified it?

Witness: Her son. The body was then taken to the public mortuary.

Mr. E. C. Georg: What is your idea about the house?

Witness: It was a very old house, and several times previously I had noticed cracks in the front wall. It had a ground, first and second floors.

By Mr. Gompertz: I do not know how long the house had been built. The wind was blowing strong from the S.W., but the house was protected.

Mr. Gompertz: Did you see how it happened?

Witness: No; he had a wound on the back of the ear.

A Chinaman said: I am a foreman in charge

HONGKONG WHARF AND GODOWN CO., LTD.

EXTRAORDINARY MEETING.

An extraordinary general meeting of the above Company was held yesterday at the offices of Messrs. Jardine, Matheson and Co. Hon. W. J. Grosson (chairman) presided, and there were also present Hon. Sir Paul Chater, Messrs. A. Haupt, N. A. Siebs, F. S. Wheeler, A. J. Raymond, E. Shellin, A. G. Wood, E. Goetz, E. A. Hewett, C. H. Thompson, H. Schubart (directors), J. R. M. Smith, L. S. Lewis, H. C. Wilcox, R. C. Wilcox, Hon. Gershon Stewart, Ho Peek, and E. Osborne (Secretary).

The SECRETARY having read the notices concerning the meeting,

The CHAIRMAN said—Gentlemen.—This meeting has been called for the purpose of obtaining your consent to an increase of capital a step which has become necessary in view of our debenture issue falling due for re-payment on 30th September, and to provide funds for further extensions. The financial position of the Company is broadly as follows:—Our real estate property comprising land and buildings costing \$2,750,367 was, according to a valuation made by the Company's architects two years ago, worth \$4,135,238, and probably if re-valued to-day would reach a considerably higher figure. We also possess in wharves, railways, launches, lighters and machinery additional assets to the extent of quite \$400,000—making a total of \$4,735,238, and I have little doubt that had we to purchase these properties to-day we should find the cost would not be less than \$5,000,000, which figure, I think, may be taken to represent their minimum value. Our indebtedness is a little under \$1,300,000, so that in round figures the net assets are \$3,700,000. Our proposal is to issue new capital at \$30 premium, or \$30 per share, to the extent of \$800,000, and we propose making this issue on 31st December next. You may possibly ask how it is the Board have decided upon this re-arrangement of the Company's finances rather than issue new debentures. Our reasons are that we could not renew the debentures at 5½ per cent, and possibly not even at 6 per cent, and as the difference between 10 per cent on \$500,000 and 6 per cent on \$800,000 is only \$2,000, we consider the saving insufficient to justify locking up the property by a mortgage deed, especially so in view of the important changes that must take place at Kowloon should the railway, as we hope, become an accomplished fact. I beg to propose the following resolutions:—

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Mr. T. F. Houck seconded, and the motion was carried unanimously.

Mr. Gompertz: When would you consider a house dangerous?

Witness: Nine cases during the last typhoon.

Mr. Gompertz: What is your experience in Hongkong?

Witness: One year and eight months as building inspector.

Mr. Gompertz: Would these houses be dangerous in an English town?

Witness: There is not such stress of wind there.

Mr. Gompertz: But if they were in a European town would they be condemned?

Witness: They would not be allowed to be built there.

Mr. Gompertz: But if they were there would they be condemned?

Witness: I should think so.

Mr. Gompertz: What are your duties as an inspector?

Witness: To inspect buildings in course of construction, old ones, alteration and repair.

Mr. Gompertz: When would you consider a house dangerous?

Witness: When it is in danger of collapse.

Mr. E. C. Georg: Did you see that this house had cracks?

Witness: Yes, a number of cracks, but not more than a number of houses.

Mr. E. C. Georg: Is it not your duty as an inspector of buildings to call the owner's attention to such?

Witness: Not that I am aware of. If it was in a state likely to be dangerous we should inform the owner at once. This was not so far gone.

Mr. Gompertz: When would you consider a house dangerous?

Witness: I do not know.

Mr. Gompertz: Was it exposed to the wind?

Witness: Yes; but it was not a high house.

Mr. Gompertz: What made it fall?

Witness: I do not know. I am only a workman.

Another scaffold builder said: At daybreak on the morning of the 25th inst. I was asleep in the godown, No. 1, Ping On Lane. I was asleep on the first floor when the house suddenly collapsed. I was not hurt. I do not know deceased. It was blowing a typhoon at the time.

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NOTICE.

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NEW ADVERTISEMENTS

NOTICE.

We have This Day admitted Mr. ALFREDO JORGE VIEIRA RIBEIRO a Partner in our Firm J. C. DOS REMEDIOS & CO. Hongkong, 1st September, 1904. [2129]

JAVA-CHINA-JAPAN LIJN.
FROM YOKOHAMA, KOBE AND MOJI
THE J. C. J. Lijn Steamship.

"TJILATJAP." Captain Koops, having arrived from above ports, Consignees of Cargo are hereby informed, that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of September, will be subject to rent.

All Claims for damage must be sent in before the 4th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Batavia, Samarang, Soerataya and Macassar on the 2nd September.

Head Agency of the JAVA-CHINA-JAPAN LIJN. Alexandra Buildings. Hongkong, 31st August, 1904. [2128]

INTIMATIONS



GOVERNMENT NOTIFICATION.

WITH a view to increasing as far as possible the force available for the defence of the Colony in case of emergency, His Excellency the Governor has decided to invite senior residents who are British subjects to form themselves into an Association to be called "The Hongkong Volunteer Reserve Association under the following conditions:

1. The age limit for Members to be 35-50.
2. The Members to undertake not to quit the Association within 1 year of joining it without leave, and to enrol themselves in the event of necessity under the Volunteer Ordinance as the Hongkong Volunteer Reserve Company. Upon enrolment Officers of the Company will be selected from among the Members and Commissioned by the Governor.

3. The Rules of the Association to be framed by a Committee of Management elected by the Members from among their own number.

4. The Members to practise Rifle Shooting so as to become efficient shots for which purpose they will be lent Rifles by the General Officer Commanding, and will be supplied with Ammunition at cost price.

5. The use of the Volunteer and Police Range will be reserved for the Association one day in the week, and the Members will have the right to use the Range at all times when not otherwise occupied.

All those intending to join will oblige by sending in their names to the undersigned before the 15th of September, 1904.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th August, 1904. [2121]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on THURSDAY, 1st September. Hongkong, 30th August, 1904. [2169]

TO LET

TO LET.

ON Upper Level a SIX-ROOMED HOUSE, Newly Furnished. Suitable for Mess. Possession from 1st October. Apply— BRITISHER. Care of Daily Press Office.

Hongkong, 27th August, 1904. [208]

TO LET

N O. 8. ICE HOUSE STREET, just vacated by the proprietors of "Waverley Hotel." The premises are now being thoroughly repaired, painted, and colourwashed, and are admirably suited for a First-Class Hotel. There are 17 large and well ventilated Rooms, several of which could be subdivided.

For further particulars, apply to LINSTEAD & DAVIS. Hongkong, 29th July, 1904. [181]

TO LET

2 ND and 3RD FLOORS, NO. 35, QUEEN'S ROAD CENTRAL; suitable for Office. Apply to— WING CHEONG. 35, Queen's Road Central. Hongkong, 3rd November, 1904. [74]

TO LET

N O. 1, STEWART TERRACE, the Peak. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD. Hongkong, 28th March, 1904. [865]

TO LET

R OOMS or OFFICES on the First Floor of 34, Queen's Road Central. Apply to— YEE SANG FAT. At the Above Address. Hongkong, 15th August, 1904. [191]

TO LET.

GODOWN No. 6, NEW PRAYA, Kennedy Town. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD. Hongkong, 29th July, 1904. [1846]

TO LET

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View. Apply to— JARDINE, MATHESON & CO. Hongkong, 8th August, 1904. [1717]

TO LET.

N O. 35, MORRISON HILL ROAD. Conveniences New Building admirably suitable for European families. Rent extremely moderate. Possession from 11th September, 1904. Apply to— LAM CHAI CHUEN, Comprador Department A. R. MARTY. No. 20, Des Vaux Road. Hongkong, 24th August, 1904. [2065]

TO LET.

E UROPEAN HOUSES, Nos. 2 to 15, Gap Road, Morrison Hill, thoroughly cleaned and colour-washed; in flats or whole. Apply to— CHAN SHAU U, or A. STEVENSON, Agent for Lessee, Care of The Pharmacy, 药房大成中 No. 56, Queen's Road Central. Hongkong, 12th August, 1904. [1960]

TO LET.

N O. 6 & 7, ROSE TERRACE, Kowloon. Apply to— No. 8, ROSE TERRACE, Kowloon. Hongkong, 30th August, 1904. [2108]

CANTON.

O FFICE and GODOWN, on Shameen, to be let from 1st September. Apply to— DEACON & CO. Canton, 28th August, 1904. [2095]

TO LET.

N O. 55, Hollywood Road, THREE ROOMS. Open on all Sides, and suitable for Office or Residence. Apply to— No. 49 & 55, HOLLYWOOD ROAD. Hongkong, 29th August, 1904. [2094]

TO LET.

Q UAN WAH & CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of QUAN TAI & CO. Lime Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENTS. Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th October, 1899. [174]

Try one case and you will never want any other Whisky.

A. CHAZALON & CO., Wine Merchants and General Strokers, 6, Queen's Road. Hongkong, 22d August, 1904. [2054]

QUAN WAH & CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO. Lime Manufacturers.

All descriptions of GRANITE AND MARBLE FOR EXPORT.

Dealers in GRANITE AND MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. [174]

TO LET

TO LET.

3 RD FLOOR, suitable for Office. Apply to— WING CHEONG, 35, Queen's Road Central. Hongkong, 3rd June, 1904. [174]

TO LET.

L ARGE AIRY ROOMS in Offices Building in British Concession, Canton. For particulars, apply to— P. O. BOX 22, Care of Daily Press Office. Hongkong, 17th June, 1904. [1507]

TO LET

HONGKONG, 19th May, 1904. [197]

N O. 4, OLD BAILEY (6 Roomed Houses). No. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' Quarters).

Apply to— H. M. S. H. ESMAIL, 4, Hollywood Road. Hongkong, 16th August, 1904. [1981]

TO LET

HONGKONG, 23rd May, 1904. [22]

N O. 1, RIPPON TERRACE (in FLATS). No. 17, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in RIPPON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PINE).

GODOWNS; PRAYA EAST.

N O. 1, CLIFTON GARDENS. Conduit Road.

OFFICES in Nos. 10 & 16, DES VEAUX ROAD, Central.

THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD. Hongkong, 9th June, 1904. [175]

TO LET

HONGKONG, 2nd February, 1904. [1165]

N O. 6, UPPER MOSQUE TERRACE, European residence, commanding fine view of the Harbour; Water and Gas laid on Possession from 1st August, 1904.

Apply to— G. J. SEQUEIRA, Care of A. R. Martyn.

Hongkong, 25th July, 1904. [1808]

TO LET

HONGKONG, 25th July, 1904. [1801]

N O. 11, MOSQUE JUNCTION. Full View of Harbour.

No. 52, HOLLYWOOD ROAD. And others to suit various requirements.

S. A. SETH, Land and Estate Broker.

The Dairy Farm Co., Ltd. Hongkong, 19th July, 1904. [17]

TO LET

HONGKONG CLUB. TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned. C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

TC LET.

N O. 8, UPPER WEST TERRACE. Immediate possession.

Apply to— L. K. F., National Bank of China Ltd.

Hongkong, 3rd August, 1904. [190]

TO LET.

HONGKONG BRANCH: 20, DES VEAUX ROAD CENTRAL. CHARLES E. SCOTT, Manager.

Hongkong, 25th July, 1904. [1801]

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CAPITAL contributed by CHINESE GOVERNMENT 5,000,000 Kuping Taels (EQUIVALENT TO 22,180,000 Stg.)

RESERVE FUND Roubles 2,060,000

SPECIAL RESERVES Roubles 1,700,000

HEAD OFFICE—ST. PETERSBURG.

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THE UNION OF LONDON AND SMITHS BANK, LIMITED.

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On Current Account at the rate of 2 per cent. per annum.

On Fixed Deposits:

For 3 months 2½ per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 22nd August, 1904. [19]

THE DEUTSCH-ASIA-THISCHE BANK.

AUTHORISED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS BERLIN.

BRANCHES: Berlin Calcutta Hankow

Tientsin Tsingtao (Kiautschou)

LONDON BANKERS.

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK(BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTIMATIONS

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WHY NOT??

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YOUNG AND OLD CAN PLAY THE NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE, AND IS SOLD AT A REASONABLE PRICE.

EITHER

Cash or Hire

PURCHASE FROM

\$365.

THE APOLLO PIANO PLAYER.

CALL IN AND TRY ONE AT

THE ROBINSON PIANO CO. LTD.,
Hongkong, 24th August, 1904. [1409]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING & DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Offices of the General Manager, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M. for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 16th SEPTEMBER, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd August, 1904. [2079]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invites applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 49 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [1546]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR, No. 12, Pottinger Street, Hongkong.

Agencies—

CHEE CHEONG, Dealer in Human Hair. SHUN LOONG, Preserved Ginger Factory. CHOW LEUNG YEK, Fire Cracker Factory. Hongkong, 1st June, 1904. [1387]

SUPREME COURT.

Wednesday, 31st August.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE).

DISPUTES ABOUT A LEASE.

In the case of Li Sheang, ex parte the debtor, there was called an action as between Leung King Chuen and Luk Shan Ip and the trustee in bankruptcy of Li Sheang. Mr. M. Shadie, barrister (instructed by Mr. H. K. Holmes, solicitor), appeared for Leung King Chuen and Luk Shan Ip; and Mr. H. E. Pollock, K.C., barrister (instructed by Mr. C. E. Beavis, solicitor, of Messrs. Wilkinson and Grist), for the trustee.

Mr. Shadie said that the questions to be decided were—(a), whether the document registered in the Land Office by Memorial No. 27,346 on 29th March, 1900, constituted a valid lease or agreement for a lease for 30 years to the Wing Fung Tai shop at \$72,50 a month, and (b), what is the interest of Leung King Chuen and Luk Shan Ip at the present time in the house 19, Jervois Street, on Marine Lot No. 6 A.

These questions had been ordered to be tried by Sir William Goodman. There was no direction contained in the order as to who should be plaintiff and who defendant in the determination of these questions. He would ask his Lordship's ruling on the point of on whom the burden of proof rested.

Mr. Pollock contended that the other side should be plaintiffs.

Mr. Shadie held that he should not be plaintiff as his clients were in possession of the lease of the property and the trustee was trying to dispossess them of it.

His Lordship remarked that if Mr. Pollock was disputing the validity of the lease he thought he should be plaintiff.

Mr. Shadie in further argument said his clients were in possession and did not want to go out, as the trustee wanted them to do. They had a lease for 30 years. That was prima facie a good title. The burden of disproving its validity lay on the person who challenged it and alleged it was bad.

His Lordship after hearing further argument held that if this had been an order for ejectment, what Mr. Shadie said would have been unanswerable, but in this case the Chief Justice had directed particular questions to be tried, and he must hold Mr. Shadie's clients to be plaintiffs; it lay upon them to establish the validity of the lease.

Mr. Shadie in opening the case said that in 1895 Li Wan, the father of Li Sheang, debtor was owner of Marine Lot 6 A, on which was situated No. 19, Jervois Street. Li Wan also had the right to use the name of Li Fuk Yuen Tong, the long name of his family. He was also the owner of the Cheun Leung shop, 51 Jervois Street, which was managed by Li Wan's brother, Li Kung Kwei, a younger brother. In October, 1895, Li Wan leased the premises 19, Jervois Street, to the Wing Fung Tai shop for 30 years. The Wing Fung Tai was now owned by two persons only, Leung King Leung and Luk Shan Ip, to whom the premises were now leased. In October, 1895, the Wing Fung Tai came into possession of that lease and were so to-day under that lease. In 1900 Li Wan endeavoured to eject the Wing Fung Tai from these premises on the allegation that they were monthly tenants and had not complied with the lawful notice to quit. The Wing Fung Tai defended the action upon the ground that they were in possession of the premises for an unexpired term of 30 years by a lease given in October, 1895. Before the action came on Li Wan died. Li Sheang was made plaintiff as executor. What Li Sheang's position was they did not know, but he appeared on the register as executor only. The action was tried in 1901 before Sir John Carrington and lasted some 11 days. The one question in dispute was the validity of the lease. Sir John held that the lease was a valid and subsisting lease and gave judgment for the defendants.

Mr. Pollock contended that all that Sir John Carrington did was to find that the plaintiff had not made out his case; it was quite sufficient for his Lordship to say that plaintiff had failed.

His Lordship said Sir John Carrington had held that there was no surrender of the 1895 lease and that the lease was a good one. These were the two questions put before the Court.

Mr. Pollock argued that it was not necessary for Sir John Carrington to have stated that it was not a necessary part of the judgment.

The present paid-up Capital of the Company will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [1546]

ROWLAND'S KALYDOR FOR THE SKIN

*Reduces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion to all who use it.

23, 45, of Stores and Chemists.

[3583-2]

HONGKONG FROZEN FOOD SUPPLY DEPOT.

No. 3, Ice House Street,

[2113]

NOTICE IS HEREBY GIVEN that the above Company with all existing Contracts has been purchased by the DAIRY FARM CO. LTD., who will conduct it on their own account on and after 1st September next. Accounts due to the Hongkong Frozen Food Supply Depot will be collected by the Dairy Farm Co., Ltd. Accounts against the Hongkong Frozen Food Supply Depot to 31st August should be rendered to the present management as soon as possible.

LAU KUE TONG, Manager.

Hongkong, 30th August, 1904. [2113]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR, No. 12, Pottinger Street, Hongkong.

Agencies—

CHEE CHEONG, Dealer in Human Hair. SHUN LOONG, Preserved Ginger Factory. CHOW LEUNG YEK, Fire Cracker Factory. Hongkong, 1st June, 1904. [1387]

It would have been quite sufficient for the Court to have said that the plaintiff had not made out his claim to be a good one. The Court was not satisfied with plaintiff's evidence that it was a monthly tenancy, but it did not follow that it was a 30 years' tenancy.

His Lordship remarked that there were only two conclusions for the learned Judge to have arrived at: either that there was a lease granted in 1895 or that there had been an agreement whereby the 30 years' lease was terminated.

Mr. Pollock said there was a third possibility that the Judge thought plaintiff's evidence was not sufficient to establish his claim. The Judge might have said he was prepared to hold that the rent was agreed to be increased or that there was a monthly tenancy, but it did follow that he went a step further and said definitely that there was a 30 years' lease granted in 1895.

The Court adjourned at four o'clock until to-day at 12 noon.

▲ NEW FEAR.

Did Russia desire to lower British prestige in India? A point which has not been lost sight of by the Government in the seizures by Russia of British steamers, and particularly P. and O. vessels, which carry many Lascars. Is the effect that may be produced in India. Whether Russia had this point in view or not when she pounced upon the *Malacca* and the *Formosa* can only be conjectured, but in official circles Russia's discrimination is regarded as suspicious, to say the least. The fact that Russia was able to take possession of a British ship and unmercifully dismiss the crew did produce an effect upon the Lascars on the *Malacca* which, if Russia had been allowed to take the ship into a Russian port, might have worked incalculable harm to Great Britain's prestige in India. We have it on very good authority that for this reason alone the British Cabinet was determined that if Russia insisted upon the *Malacca* being taken before a Prize Court at a Russian port, British warships would have been employed to prevent it. The importance of the point has also been fully appreciated by the directors of the P. and O. Company, and they are taking steps to remove the bad impression which has been left upon the native mind. At a certain amount of inconvenience they have arranged that the *Malacca* shall be navigated to India by the original crew. They could have sent out another crew in much less time than it will take to collect the original complement, but in order to emphasise the British success they have given orders that the *Malacca* shall be detained at Algiers until the Lascars can join the ship Captain Street, who is at present in London, so we are informed, to proceed to Algiers in about a week, and the *Malacca*, carrying the ammunition which Russia intended to confiscate, will resume her interrupted voyage.The reports which have reached the British Foreign Office giving details of the seizures contain statements made by the Russian naval officers to the effect that they included everything that was going to Japan in the list of contraband articles.—*Pall Mall*.

AUCTIONS

PARTICULARS OF SALE.

THE VERY VALUABLE LEASEHOLD PROPERTY.

Known as NO. 5, BONHAM STRAND.

VICTORIA, HONGKONG.

To be Sold by PUBLIC AUCTION.

By Order of the Mortgagor.

TO-MORROW (FRIDAY),

the 2nd day of SEPTEMBER, 1904, at 3 P.M.

BY MR. GEO. P. LAMMERT, Auctioneer, at the premises.

BEING all that Piece or Parcel of Ground situated at Victoria in the Colony of Hongkong known and registered in the Land Office as Section A of Marine Lot No. 1 A. The said premises are held for the residue of the term of 299 years granted by an Indenture of Crown Lease dated the 27th day of August, 1874, subject to the payment of the annual sum of \$18, being a proportion of the rent and to the covenants and conditions contained in the said Lease.

For further particulars, apply to

F. X. DALVADA & CASTRO, Solicitor for the Vendor, or to

MR. GEO. P. LAMMERT, Auctioneer, Hongkong, 24th August, 1904. [2067]

HIRANO WATER.

THE QUEEN OF TABLE Waters.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS, Hongkong, 31st July, 1903. [1898]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamer of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For further particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1299]

SIENTING.

SURGEON DENTIST, No. 10, DAGUILAR STREET.

TERMS VERY MODERATE.—Consultation Free.

Hongkong, 21st March, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ECLIPSE, British 4-m. barque, J. McBrady—Standard Oil Co.

QUEEN ELIZABETH, British ship, C. E. Fallon—Standard Oil Co.

INSHU, British s.s., Pearce-Arnold, Karberg & Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

KENTMERE, British Ship, T. E. Birch—Standard Oil Co.

E. B. SUTTON, American barque, Johnson—Order.

EVIE J. RAY, American barque, Kastin-Sander, Wieler & Co.

Hongkong, 30th August, 1904. [2113]

CHARLES FORDE'S BILE BEANS.

SHIPPING.

ARRIVALS.

DICIMA, German str., 7m, Christensen, 31st August.—Canton 30th August, General—Sander, Wieland & Co.

HAILOONG, British str., 783, C. A. Mutton, 31st August.—Tamsui and Amoy 30th August, General—Douglas Lapraik & Co.

JACOB DIEDERICHSSEN, German str., 623, B. Ohlsson, 31st August.—Pukhoi and Hoikow 28th August, General—Jensen & Co.

KOWLOON, German str., 1,450, H. Stehr, 31st August.—Canton 30th August, General—Siemens & Co.

M. STRUVE, German str., 965, P. Bandt, 31st August.—Tamsui 30th August, Amoy 29th and Swatow 30th, General—Osaka Shosen Kankai.

ONDA, British str., 5,247, J. A. Robertson, 30th August.—Rangoon 18th August, General—Order.

OVID, British str., 2,086, L. Cubitt, 30th August.—Kutzinga 25th August, Coal—Mitsui Bussan Kaisha.

PELEUS, British str., 7,441, J. Barwick, 31st August.—Foochow 29th August, General—Butterfield & Swire.

TAIWAN, British str., 1,104, H. Harder, 31st August.—Shanghai 27th August, General—Butterfield & Swire.

TJILATJAP, Dutch str., 2,475, H. Koops, 31st August.—Amoy 29th August, General—Java-China-Japan Line.

VICTORIA, Chinese str., 949, J. F. Masser, 31st August.—Chao-fu 21st August, General—Chinese.

ZWANLEY, British str., 2,905, J. Dawson, 31st August.—Durban 5th August.—Gibb, Livingston & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
31st August.

Anava, British str., for Saigon.

Charashaw, British str., for Swatow.

Havelock, British str., for Swatow.

Nusantara, German str., for Yokohama.

Peleus, British str., for Singapore.

DEPARTURES.

31st August.

BAYER, German str., for Shanghai.

ESANG, British str., for Tientsin.

ELIS BICKERS, German str., for Bangkok.

GLENALLON, British str., for Amoy.

HORNSTEIN, German str., for Saigon.

LAKETTE, British str., for Saigon.

NIPPON, Austrian str., for Trieste.

ONDA, British str., for Yokohama.

SCANDIA, German str., for Shanghai.

SEZZIA, German str., for Hamburg.

TEAN, British str., for Manila.

TRIUMPH, German str., for Swatow.

VESSELS IN DOCK.

31st August.

ABERDEEN DOCKS.—*Inkun*, Prometheus, Kowloon Dock.—U. S. S. Pathfnder, Lothian, Changsha, Shawmut, Kowloon, Sichuan, Clara Jeben, Kaiting, Sungkien.

COSMOPOLITAN DOCK.—Shantung, Cranley.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW,
THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports TO-DAY, the 1st September, at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 30th August, 1904. [2115]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSELLA, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, 1904:
at 1 P.M., the Company's Steamship
"MANCHE," Captain Mouraud, with
Mails, Passengers, Specie and Cargo, will
leave this Port for MARSELLA via Ports
of Call, Transhipping Passengers and Cargo at
Saigon to s.s. "Polyneion."

Cargo and Specie will be registered for Lon-
don as well as for Marcella, and accepted in
transit through Marcella for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on Monday, the 5th September. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904. [2]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the
above ports on SATURDAY, the 3rd Septem-
ber, at 3 P.M. instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & CO. LTD.,
Agents.

Hongkong, 31st August, 1904. [2061]

STEAM TO CANTON.

REDUCED FARES.

THE Commodore Steel Twin Screw
Steamer

"TAI ON."

Captain J. Lawrence, leaves the Tung Yik
Wharf, Praya West, on MONDAYS,
WEDNESDAYS AND FRIDAYS at 8.00 P.M.,
returning from Canton on TUESDAYS,
THURSDAYS AND SATURDAYS, at 5 P.M.

FARES:

Saloon \$2.00
Chinese Saloon \$1.00
2nd Class 0.60
Steerage 0.20

This well-known steamer has been fitted
throughout with Electric Light. Unrivalled
accommodation, excellent cuisine, best brands of
Wines and Spirits at moderate charges.

YIK S. CO., LTD.

309, Des Voeux Road Central,

Hongkong, 9th July, 1904. [1674]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	S. Barcham	P. & O. S. N. Co.	About 2nd inst.
LONDON & ANTWERP	BENYORLICH	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	A. Thompson	P. & O. S. N. Co.	10th inst. Noon.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	13th inst.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.		BUTTERFIELD & SWIRE	27th inst.
LONDON, AMSTERDAM & ANTWERP	PATERCULUS	Brit. str.		BUTTERFIELD & SWIRE	11th Oct.
MARSEILLES, &c., VIA PORTS OF CALL	PINGUET	Brit. str.		BUTTERFIELD & SWIRE	15th Oct.
MARNE	Franstr.	Mouraud		MESSENGERIES MARITIMES	6th inst., at 1 P.M.
GNEISNAU	tier. str.	H. Bleeker		MELCHERS & CO.	14th inst. Noon.
ANDALUSIA	Gor. str.	Filler		HAMBURG-AMERIKA LINE	6th inst.
SAMBIA	Gor. str.	Lüning		HAMBURG-AMERIKA LINE	20th inst.
SCANDIA	Gor. str.	Behrens		HAMBURG-AMERIKA LINE	3rd Oct.
SUEVIA	Gor. str.	von Dücker		HAMBURG-AMERIKA LINE	18th Oct.
BRISGAVIA	Gor. str.	Schulke		HAMBURG-AMERIKA LINE	1st Nov.
ALCINOUS	Gor. str.	G. C. Cuney		HAMBURG-AMERIKA LINE	7th inst.
EPSOM	Gor. str.	J. C. Williamson		HAMBURG-AMERIKA LINE	22nd inst.
HUDSON	Gor. str.	J. Cox		HAMBURG-AMERIKA LINE	22nd inst.
ATHOLL	Gor. str.			SHEWAN, TOME & CO.	9th inst.
E. OF JAPAN	Gor. str.			SHEWAN, TOME & CO.	About 15th inst.
ATHENIAN	Gor. str.			STANDARD OIL CO.	20th inst.
TELEMACHUS	Gor. str.			DODWELL & CO., LTD.	21st inst.
PIELEADS	Gor. str.	Purington		CANADIAN PACIFIC R. CO.	12th Oct.
ARAGONIA	Gor. str.	Schuldt		CANADIAN PACIFIC R. CO.	7th inst.
CHANGSHA	Gor. str.	Moore		PORTLAND & ASIATIC CO.	14th inst.
EASTERN	Gor. str.	Ellis		BUTTERFIELD & SWIRE	16th inst.
JAPAN	Gor. str.	E. P. Martin		GIBB, LIVINGSTON & CO.	17th inst., Noon.
CHANGSHA	Gor. str.			P. & O. S. N. CO.	About 3rd inst.
NANKIN	Gor. str.			BUTTERFIELD & SWIRE	4th inst.
HANGSANG	Gor. str.			P. & O. S. N. CO.	4th inst.
LYEEMUN	Gor. str.	Th. Lehmann		JARDINE, MATHESON & CO.	To-morrow.
BENGAL	Gor. str.	G. Philips		SIMSENSEN & CO.	3rd inst., 5 P.M.
PALAMOTTA	Gor. str.	Windesbank		JARDINE, MATHESON & CO.	About 8th inst.
M. STRUVE	Gor. str.	J. Jan.		TH. LEHMANN	6th inst., D'light.
FEITHOF	Gor. str.	H. A. Haraldsen		JARDINE, MATHESON & CO.	4th inst., 10 A.M.
PROVIDENCE	Gor. str.	K. Kornelissen		OSAKA SHOSEN KAISHA	11th inst., 10 A.M.
HAICHING	Gor. str.	Hodgins		OSAKA SHOSEN KAISHA	11th inst., 10 A.M.
HAILOONG	Gor. str.	Mutton		Douglas Lapraik & Co.	To-morrow, Noon.
YUENSANG	Gor. str.	Meyerbrück		Douglas Lapraik & Co.	3rd inst., 3 P.M.
RUBRI	Gor. str.	R. W. Almond		JARDINE, MATHESON & CO.	3rd inst., 10 A.M.
TRIMONT	Gor. str.	T. W. Garlick		DODWELL & CO., LTD.	About 10th inst.
ZAFIRO	Gor. str.	R. Rodger		SHEWAN, TOME & CO.	17th inst., Noon.
EASTERN	Gor. str.	J. McArthur		GIBB, LIVINGSTON & CO.	17th inst., Noon.
SUNGKANG	Gor. str.	E. Mahle		BUTTERFIELD & SWIRE	Quick despatch.
BORNEO	Gor. str.	J. G. Spence		DAVID SASSOON & CO.	3rd inst., 3 P.M.
LIGHTNING	Gor. str.			JARDINE, MATHESON & CO.	6th inst., 3 P.M.
KUMSAN	Gor. str.			CARLOWITZ & CO.	10th inst., Noon.
IRCHIA	Ital. str.	Maganziu			



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUHL	2540	R. W. Almond	Manila	Sat., 3rd Sept., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila	Sat., 17th Sept., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 29th August, 1904.

116

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
Proposed SAILINGS FROM HONGKONG
1904.

"ATHOLL" 26th Sept.

"MACDUFF" 27th Sept.

"SAGAMI" 8th Oct.

For Freight and further information, apply to
DODWELL & CO., LTD., Agents.

Hongkong, 9th August, 1904. [877]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Captain E. J. Page, of 1,688 tons, Registered, is
the newest, fastest and most luxuriously furnished
steamer on the line, and is lighted throughout
with Electricity, hot and cold water service.

The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING.

At 9 P.M. and returning from Canton every
evening at 5 P.M.

1st Class \$3.00 for Single Journey

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

STEAMERS	DUE
GLASGOW and LIVERPOOL "TELEMACHUS"	On 3rd September.
GLASGOW and LIVERPOOL "PATROCLUS"	On 8th September.
GLASGOW and LIVERPOOL "PINGSUEY"	On 17th September.
GLASGOW and LIVERPOOL "ACHILLES"	On 24th September.
GLASGOW and LIVERPOOL "DEUCALION"	On 1st October.
GLASGOW and LIVERPOOL "ULYSSES"	On 8th October.

HOMEBWARDS.

STEAMERS	TO SAIL
"GLAUCUS"	On 13th September.
"IDOMENEUS"	On 22nd September.
"TYDEUS"	On 27th September.
"PATROCLUS"	On 11th October.
"ALCINOS"	On 22nd October.
"PINGSUEY"	On 25th October.

TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and " PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA "	"TELEMACHUS" On 7th September.
For Freight, apply to—	"DRUCLION" On 3rd October.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th August, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR STEAMERS TO SAIL.

CEBU and ILOILO "SUNGKING" On 2nd September.

KOBE "CHANGSHA" On 2nd September.

PORT DARWIN, THURSDAY

ISLAND, COOKTOWN, CAIRNS, * "CHANGSHA" On 26th September.

TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th August, 1904.

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL.

SHANGHAI "HANGSANG" Friday, 2nd Sept. 4 P.M.

MANILA "YUENSANG" Friday, 2nd Sept. 4 P.M.

SINGAPORE, PENANG & CALCUTTA "KUMSANG" Tuesday, 6th Sept. 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 27th August, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO or CHEFOO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "SWANLEY" Captain J. P. Dawson.

S.S. "COUETTEFIELD" Captain J. W. Martin.

S.S. "CRANLEY" Captain W. E. Steele.

S.S. "IKBAL" Captain M. Robertson.

S.S. "ASCOT" Captain C. E. Cox.

S.S. "TWEEDDALE" Captain T. M. Milne.

S.S. "LOTHIAN" Captain J. C. Williamson.

S.S. "INKUM" Captain E. S. Pearson.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to—

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 19th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.

THE Steamship

"EPSOM" Captain J. Cox, will be despatched for the above port on FRIDAY, the 9th September, to be followed by the Steamship,

"CAVERBURN," on or about TUESDAY, the 16th October.

For Freight, apply to—

SIEWAN, TOMES & CO., General Agents.

Hongkong, 24th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE," Captain G. C. Gandy, will be despatched for the above ports on WEDNESDAY, the 7th September.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to—

SIEWAN, TOMES & CO., Agents.

Hongkong, 11th August, 1904.

[1630]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR SANDAKAN AND KUDAT. Taking Charge of Through Rates to TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.

THE Company's Steamship

"BORNEO." Captain E. Muble, will be ready to load for the above ports on MONDAY, the 6th September.

For Freight or Passage, apply to—

MELCHERS & CO., Agents.

Hongkong, 30th August, 1904.

[2114]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA." Captain Windesbank, will be despatched as above on TUESDAY, the 6th September, at DAY-LIGHT.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., Agents.

Hongkong, 30th August, 1904.

[2117]

"BEN" LINE OF STEAMERS.

THE Steamship

"BENVORLICH." Captain Thomson, will be despatched as above on or about the 7th September.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th August, 1904.

[1994]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZI, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Charge of through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"NUNANTIA." Captain Bremer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from along-side.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August, will be subject to rest.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 29th August, 1904.

[2118]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c. ex.s.s. "Himalaya."

From Persian Gulf, ex.s.s. B. L. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before NOON To-DAY, the 27th inst.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th August, 1904.

[1]

FOR MANILA.

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to—

DODWELL & CO., LIMITED.

